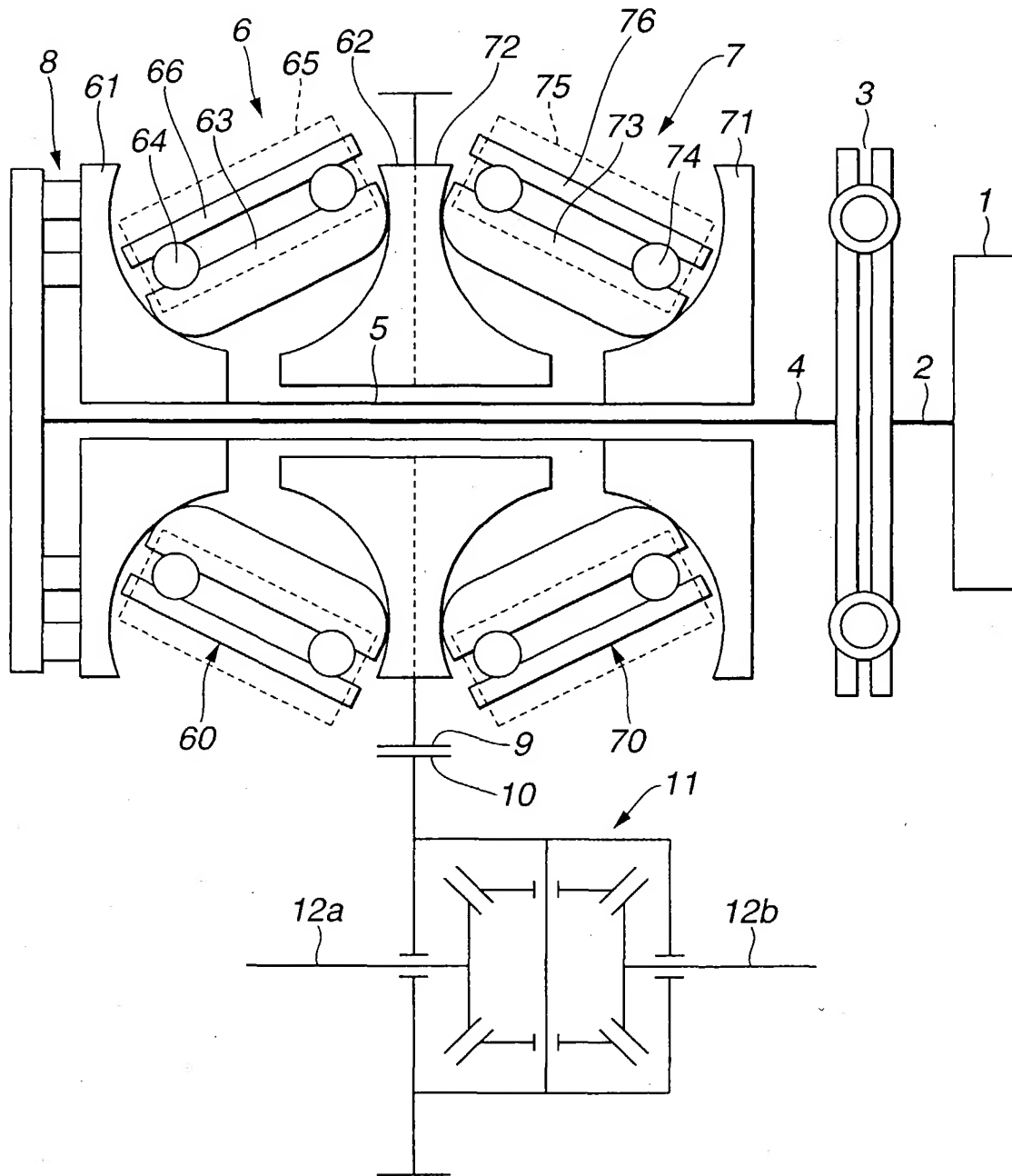


**FIG.1**

100(200, 300, 500)



**FIG.2**

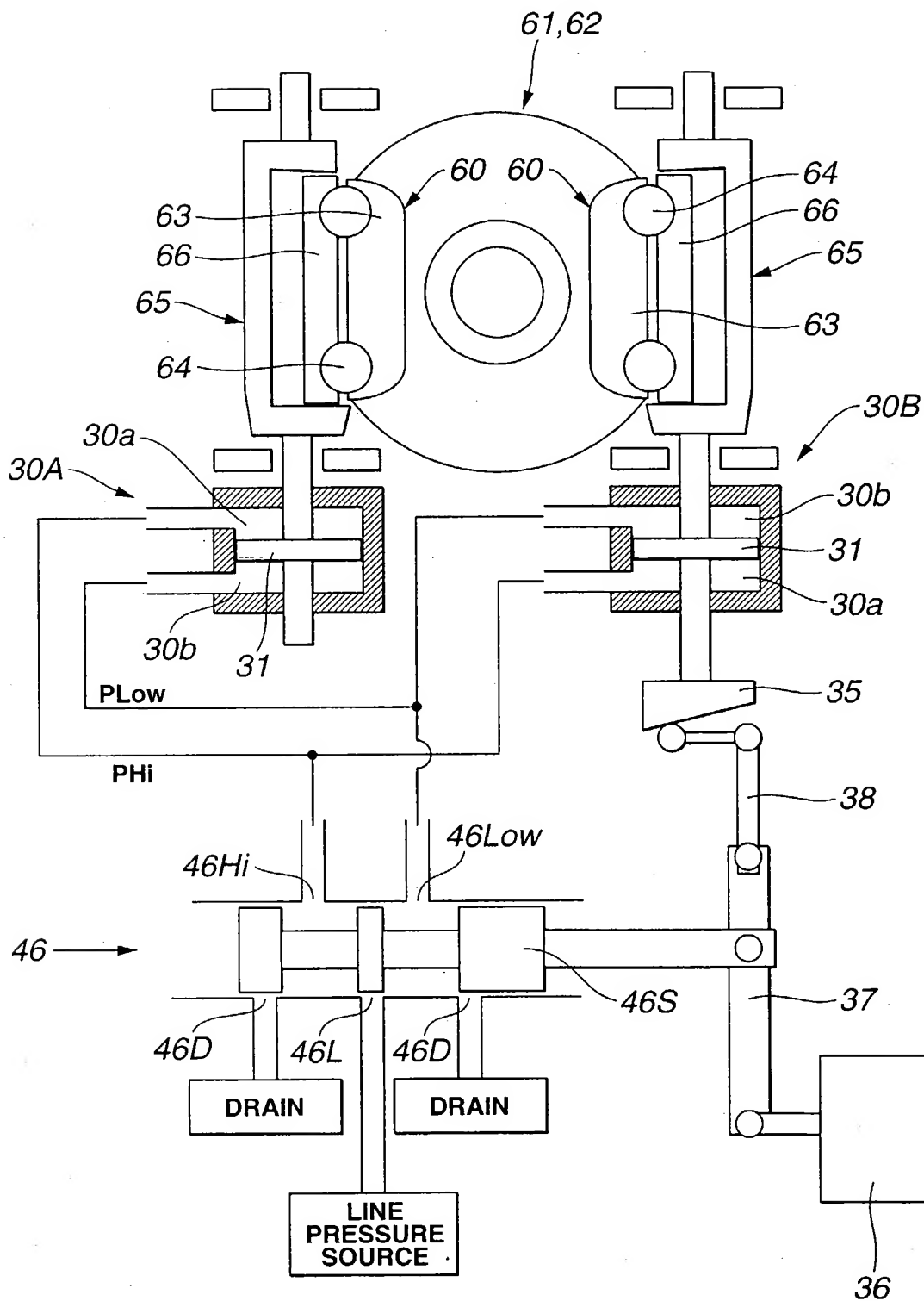




FIG.4

100

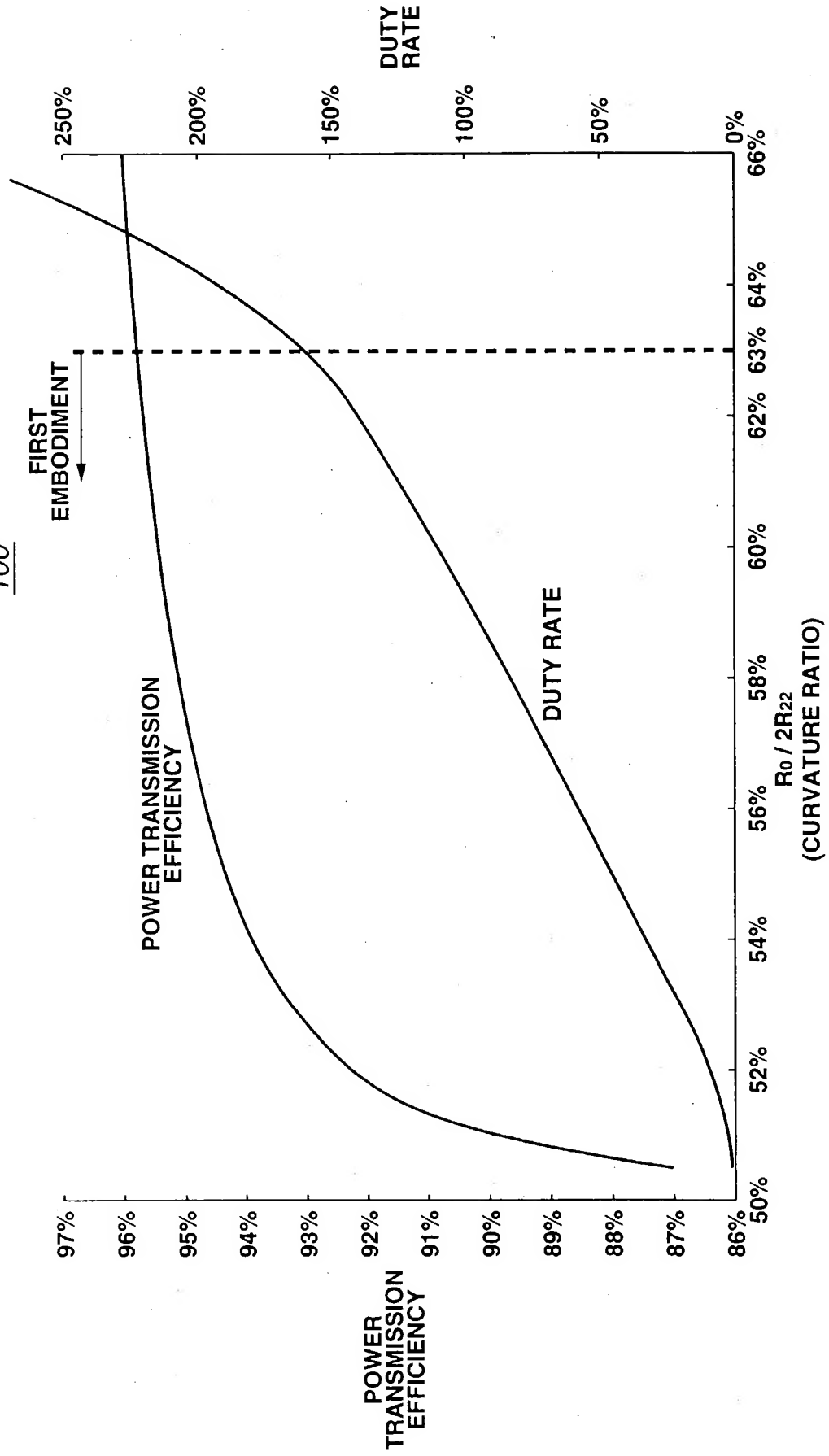


FIG.5

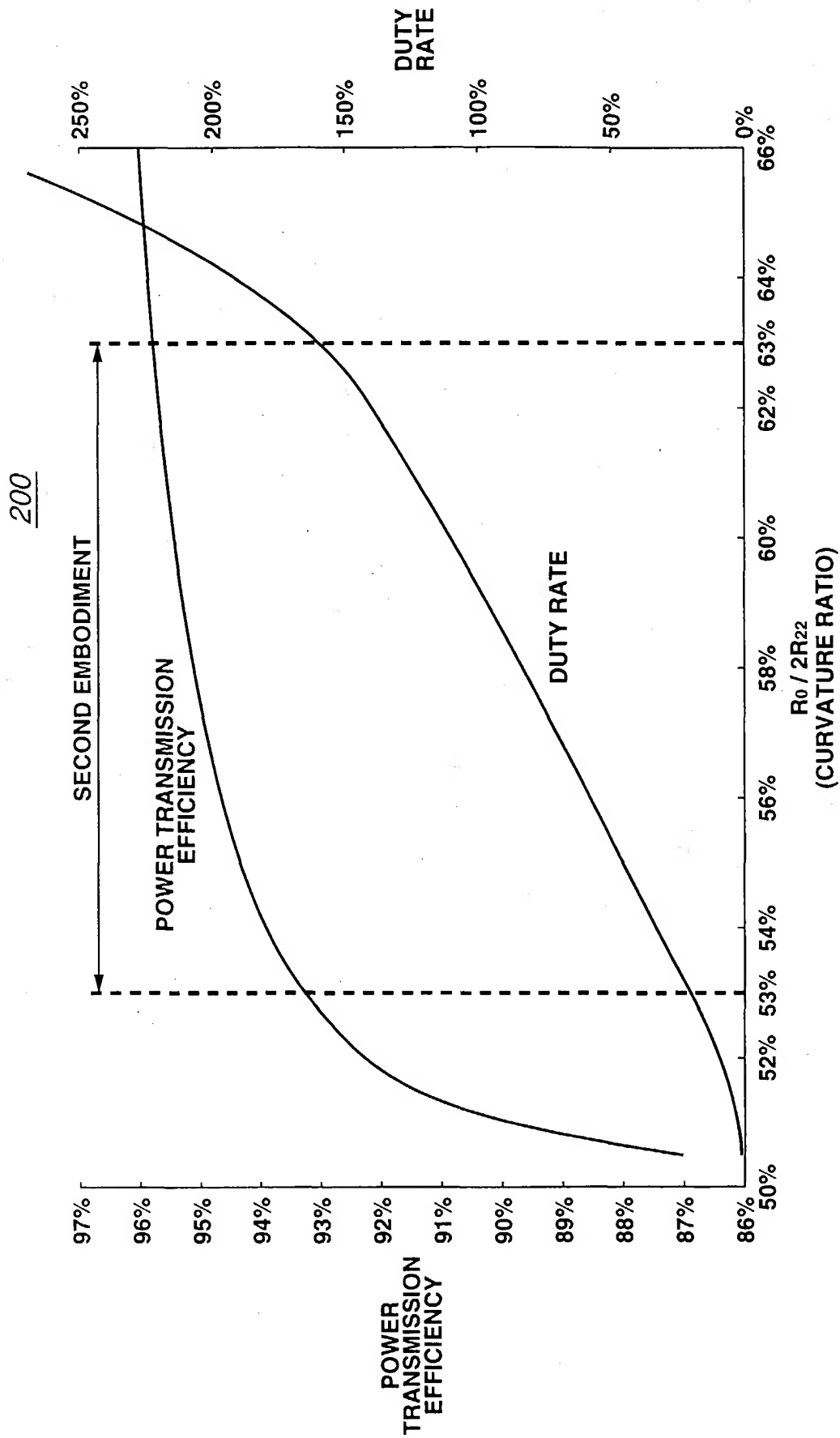
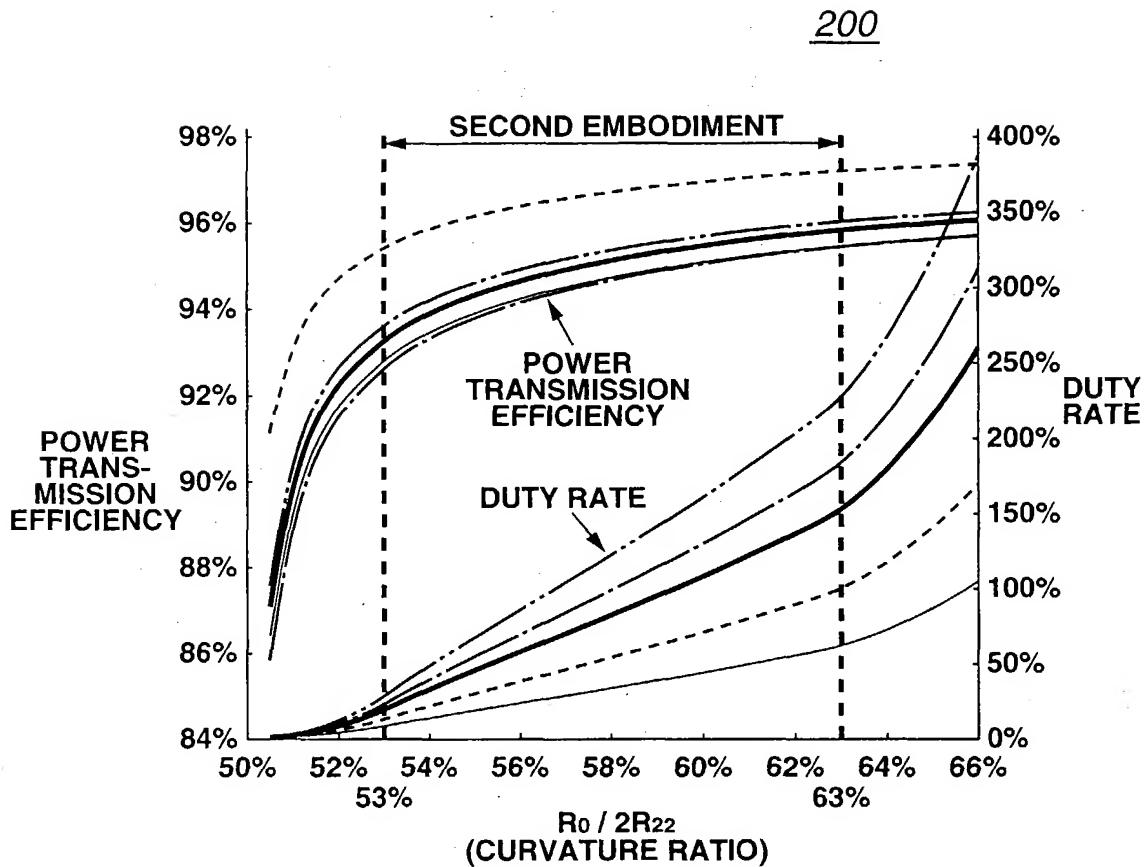
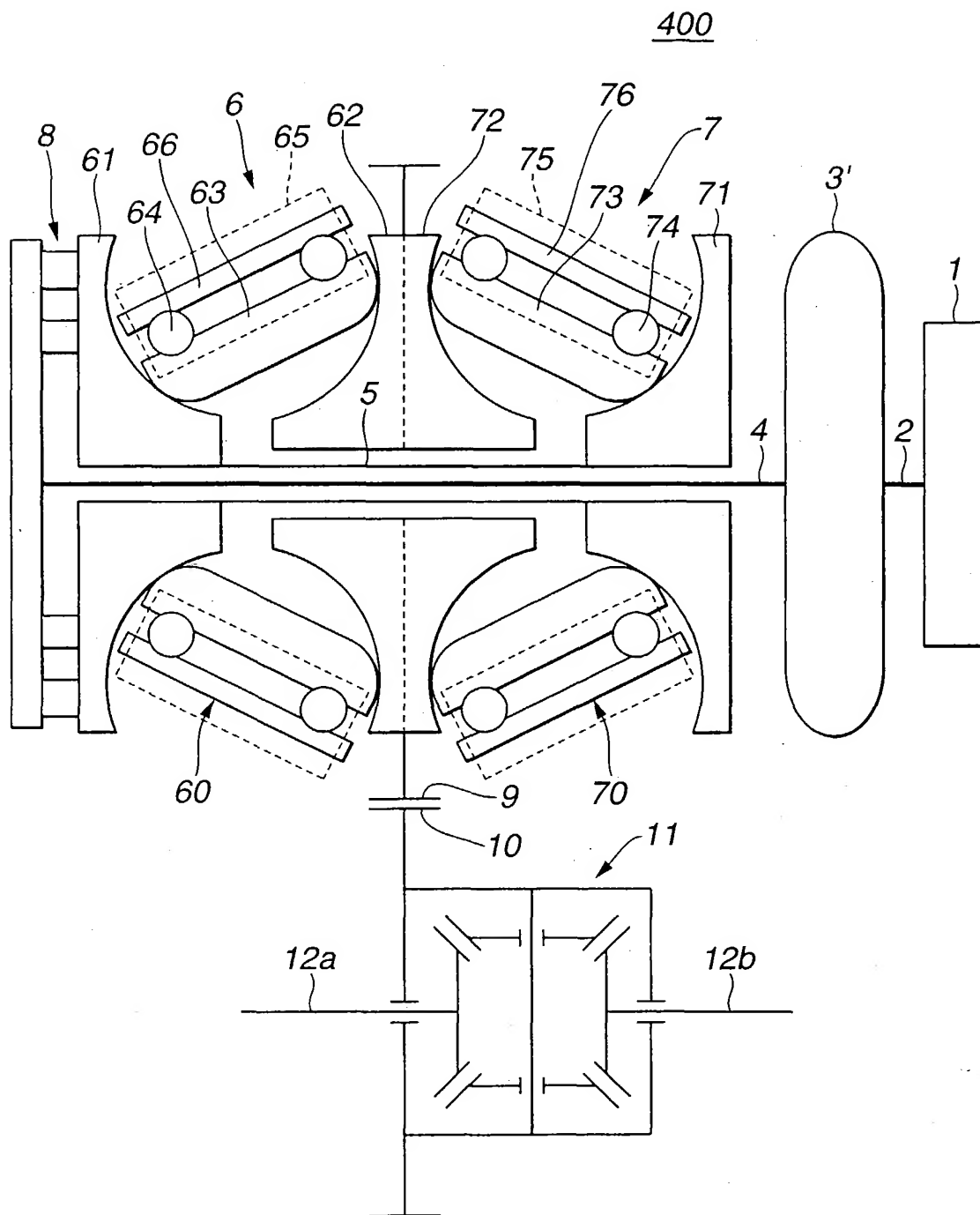


FIG.6



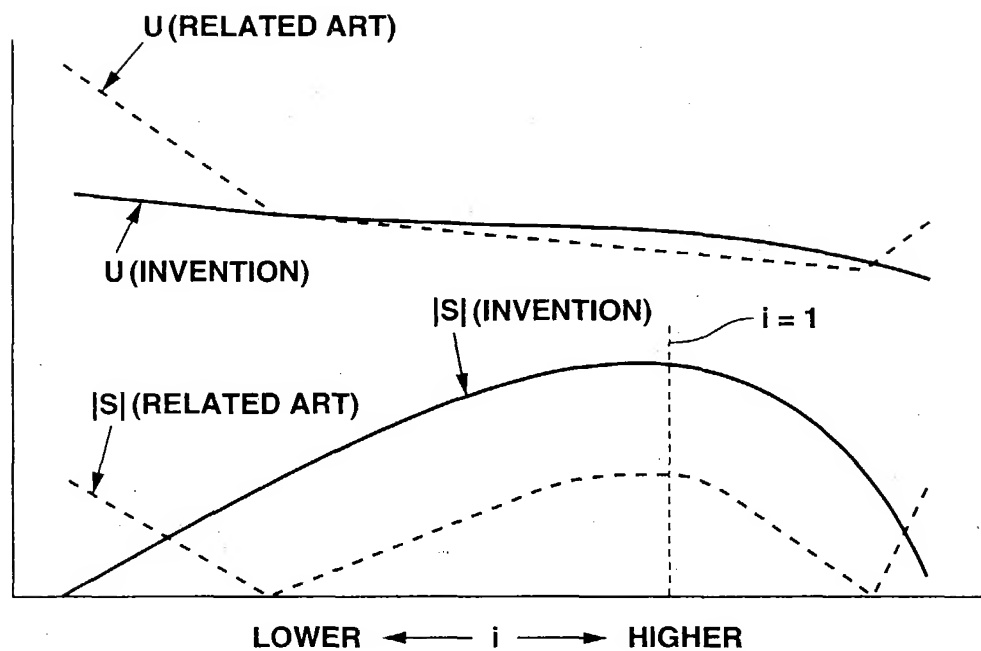
- |       |  |
|-------|--|
| —     | $R_0=42, D=136, \theta=63$ (POWER TRANSMISSION EFFICIENCY) |
| - - - | $R_0=40, D=132, \theta=63$ (POWER TRANSMISSION EFFICIENCY) |
| - - - | $R_0=42, D=136, \theta=63$ (POWER TRANSMISSION EFFICIENCY) |
| - - - | $R_0=42, D=136, \theta=60$ (POWER TRANSMISSION EFFICIENCY) |
| —     | $R_0=40, D=144, \theta=63$ (POWER TRANSMISSION EFFICIENCY) |
| —     | $R_0=42, D=136, \theta=63$ (DUTY RATE)                     |
| - - - | $R_0=40, D=132, \theta=63$ (DUTY RATE)                     |
| - - - | $R_0=42, D=136, \theta=63$ (DUTY RATE)                     |
| - - - | $R_0=42, D=136, \theta=60$ (DUTY RATE)                     |
| —     | $R_0=40, D=144, \theta=63$ (DUTY RATE)                     |
| - - - | } ADOPTED RANGE  |
| - - - |  |

**FIG.7**



**FIG.8**

500



**FIG.9**

500

